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ABSTRACT OF THE DISCLOSURE

In a railway car body formed of hollow shape members 40, a hollow shape member 51 having a shock absorbing function is provided to the ends of a hollow shape member 40 constituting an underframe 30, where impact load is most likely to be received. The hollow shape member 40 is positioned so that the longitudinal direction thereof is arranged along the longitudinal direction of the car body. When impact load is received, the hollow shape member 51 formed at the ends of the member 40 deforms and collapses, thereby relieving the impact force. The present invention simply provides treatment to some areas of the hollow shape members that form the car body without changing the conventional railway car structure greatly, thus minimizing the impact load provided to the passengers upon collision, and improves the safety of the railway car.

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